

AUTOMOBILES

OMAHA AUTOMOBILE CLUB

Membership of the Organization Has Doubled During the Last Three Months.

APPLICATIONS COME IN FAST

"One hundred per cent gain in membership in just ninety-five days is the growth record just established by the Omaha Automobile club," declared Clarke G. Powell, secretary. "That means that we have just doubled our membership—and please ponder that word 'double' for it means a whole lot to the motorists of Omaha. In the last twelve days we received sixty-five applications. This moist weather seems to be fine growing weather, but we attribute our tremendous gains entirely to the fact that we are giving the motorist just exactly what he has wanted for so many years—motoring information in general on road reports, tour slips, guides, etc."

Mrs. H. J. McArthur of Omaha recently made the trip to Cheyenne, but found the return "voyage" impassable and was forced to ship her big touring car from Overton to Omaha.

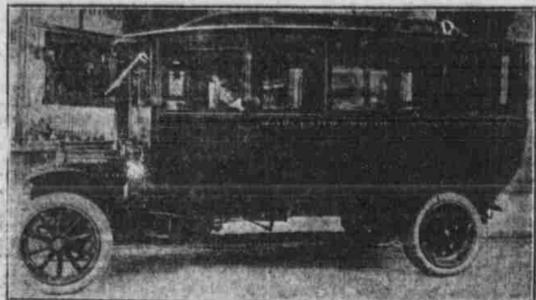
It seems about time that Omaha adopt the traffic whistle at the more congested corners in the downtown district. The customary wave of the hand from the traffic officer does not effectively divide the flow of traffic, pedestrians and transportation many times mixing dangerously.

One of the most pleasant evening drives (that is, in dry weather), is out to Elk Horn, then over to Elk City, and back through Irvington to Benson. This route takes you through the pretty farming country on high ground and the natural country scenery will brush the cares of the day away.

Chairman Gould of the road sign committee is having built a wall map of Douglas and adjoining counties which will show by different colored pegs where to look for direction signs.

"This overland touring has helped me in one particular," laughed an eastern motorist, as he pulled out a German grammar. "I've learned to talk German since starting from the east. You see, we have been held up so many places on account of rain that the leisure time has

Hard-Working Motor Bus Uses Four United States "Chain Tread" Tires on Rear Wheels



The omnibus shown in the illustration above is a familiar sight on the streets of Worcester, Mass. That such a heavy motor vehicle should be equipped with pneumatic tires, is remarkable. The rear wheels are doubled, and the car is equipped with four United States "Chain Tread" tires on the rear, with United States Smooth Tread tires on the front wheels. It is found that the four "Chain Treads" on the rear wheels give ample protection against skidding and remarkable lost cost year-and-tire service.

been put to advantage, and I consider myself a pretty good German student."

H. J. Adams, an automobile dealer of Toledo, O., passed through Omaha Friday in a machine equipped for all and any occasion. Adams has a shotgun, a rifle, an automatic Colt, a fire extinguisher and about a dozen other "safety first" appliances.

The Spirit Lake-Okoboji trail is one of the most popular in this vicinity and work marked, or rather one of the least marked of any highway used by Omaha motorists. The club has written the auto and commercial clubs along this road asking their co-operation in marking the trail.

The best trail to Norfolk seems to be the Sioux City-Omaha road to Herman, over to Uehling, to West Point, and then on to Norfolk. This road is much better than the Oakland way.

Club members are requested to send in

their trips for the benefit of others who may have plans for taking the same route. "Think of the man behind you, as the man in front of you is thinking of you." This co-operation will benefit all and give us first-hand information of real value.

TO DRIVE STUDEBAKER CARS FROM DETROIT TO COLORADO

C. E. Sherman of the Sherman Auto company, Greeley, Colo., and E. O. Sinner of the Sinner Auto company, Fort Collins, spent a day last week with Manager Keller of the local Studebaker branch. They are on their way to Detroit and intend driving new Studebaker 1915 cars from Detroit to Colorado. Both of these dealers are very enthusiastic regarding the mountain climbing ability of the new Studebaker models.

Plows Through Mud On Trip West to Coast in Reo

Henry J. Adams, Reo representative in northern Ohio, passed through Omaha last week on his way to the exposition. Mr. Adams left Fostoria, O., August 14 and reached Omaha August 18. Mud was packed between the spokes on all four wheels when the car arrived. Mr. Adams said it was unusual to have the hubs out of the mud, most of the way through Iowa.

The coast trip will take Mr. Adams through Denver, Cheyenne and Yellowstone National park. In addition to this Mr. Adams is determined to climb the new road to the top of Pike's Peak. It may be of interest to know that Mr. Adams has been with the Reo since they started to sell cars.

Kissel Trucks Now Made in Seven Sizes

That KisselKars trucks will hereafter appear in seven sizes, adding one model to the line, is the official announcement from the Kissel factory. The capacities will be 1,000 pounds, three-quarters to one ton, one to one and one-half tons, one and one-half to two tons, two and one-half to three tons, three and one-half to four tons and six tons.

The 1,000-pound delivery truck is the new member of the group and marks the entry of Kissel into the light commercial vehicle field. It is, therefore, attracting a lot of attention in the trade. The stripped chassis weighs 2,200 pounds and the length over all is a little more than fourteen feet. It carries a new Kissel-built block motor of thirty-two horse power. The wheel base is 115 inches.

Aside from this new model, probably the most interesting feature of the Kissel announcement is the adoption of a worm drive rear axle on the medium size

models. The worm is of David Brown construction.

All the trucks have Kissel-built motors. The two smaller sizes have thirty-two, the next two, a thirty-six horse plant, cast engine. The two and one-half to three ton has forty horse power, the two larger sizes a fifty horse power engine.

The Kissels are presenting as features of the truck line several standard body designs, including a street sprinkler and flusher, dumping wagons, fire apparatus, ambulances, police patrols and jitney buses.

Marion Light Six Creates Interest

The first Marion light sixes arrived only a few days ago at their new home, the Fred C. Huffman Motor Car company, and the interest displayed by the trade was very gratifying to Mr. Huffman. Several dealers were allotted territory and demonstrators delivered, and it will only be a few weeks until the Marion light six will be making friends in every nook and corner. In the state. It proves beyond a doubt that it is possible for old manufacturers like the Marion builders to produce a light six at a startlingly low price, \$1,185, using the same quality of material and workmanship that made the Marions of the past so famous for their road life.

New Allen Car Has Arrived in Omaha

In an interview with Carl Changstrom, manager of the Standard Motor Car company, much enthusiasm was displayed regarding the new car.

Mr. Changstrom states that the new features in the Allen are numerous and in view of the fact that the price is reduced \$100, he can see nothing in sight but improvements, both from a quality standpoint and a sales standpoint. The new features are, a larger motor, longer wheel base, Stewart vacuum feed,

one-man top and a full floating rear axle with pressed steel housing.

With the exception of a few parts, the Allen company manufactures the entire car. The engine and axle are both manufactured by the Allen company.

Sunlight Car Now Upon the Market

The Sunlight six, a new car, built by the Sun Motor Car company, has made its appearance upon the market. It is built in Buffalo, N. Y. R. Crawford, formerly general sales and advertising manager of the Haynes Automobile company of Kokomo, Ind., is vice-president and general sales manager of the new company and R. C. Hoffman, who designed the Haynes light six, is chief engineer and production manager.

The cars will be furnished in only one color—Brewster green body, hood and fenders, with black running gear. A roadster and a five-passenger touring car will be furnished on the same chassis. The prices will be considerably less than \$1,000.

Three of the first test cars from the Sunlight factory will start on a transcontinental tour at an early date, visiting all the principal cities of the United States.

Saxon Car Goes Through to Coast

Going from Du Bois, Pa., to San Francisco, over the Lincoln highway in twenty-one days of continuous driving is the record just made by H. L. Kriner and D. A. Yingling in a Saxon roadster.

With a total of 5,000 miles to the credit of the car on this trip, Kriner and Yingling used but 188 gallons of gasoline and ten and three-quarters gallons of oil, at a total cost of \$24.98. They reported upon reaching the coast that the car had surprised them during the trip with its ability to keep from overheating while

crossing the Rockies. The tourists did most of their driving on high gear and assert that the motor seldom showed any signs of laboring.

A Cough Medicine that Helps. Dr. King's New Discovery will help your cough or cold; keep a bottle at home for emergencies. 50c. All druggists.—Advertisement.

We are building a business on sound principles

Expert Mechanics Reliable Service



Ream Bros. Garage and Repair Station

Phone Douglas 4401 209 North Fifteenth Street

Chalmers Six-40 \$1350



The Distinguishing Marks of a Distinguished Motor Car

No other car is so easily distinguished as a Chalmers Six-40 because no other car is so distinguished.

Only one other American car has fenders like it—and its price is \$5000. There is no other radiator that has just the Chalmers fine lines—so high and narrow and distinctive.

CHALMERS bodies are neither sprayed, dipped nor baked. Twenty-one operations are required to bring them up to Chalmers "Quality First" standards.

No Car Has Better Finish
Chalmers finish is superfine "coach" work and no car can have better.

The body is carefully prepared for the finish by the process known as sand-blasting. The colors are then laid on by men who have mastered the artistic possibilities of paint.

Comfortable as Any Priced Car
No car at any price can be more comfortable than the Chalmers Six-40.

The rear springs are of special vanadium steel construction and are 57 inches long—the longest springs on any car in the world at the price.

But springs alone will not give comfort in a motor car; neither will upholstery. It takes just as much thought and manufacturing skill to build comfort into a car as it does to make it mechanically perfect.

The Chalmers "Six-40" seven-passenger model is a big, luxurious car, roomy enough for seven grown-ups to lean back and ride at ease. It is as comfortable as your favorite arm chair.

The deep seats which are upholstered in leather and the deep side-walls furnish a support for the body that eliminates all

strain and fatigue from motoring. Unusually wide doors enable people to step into this car easily without having to turn sideways.

The Pride of Distinction
There is a certain pride of distinctiveness in the ownership of your Chalmers Six-40.

You have the consciousness of being well groomed—your car's apparel is of the best weave and fabric. The prestige of rank and accepted style surrounds it.

20% More Power
The powerful valve-in-head motor is the same type with which DePalma's and Resta's \$20,000 racers were equipped when they won the Indianapolis and Chicago races at the undreamed of averages of 90, 98 and 102 miles an hour.

The performance of this motor is simply marvelous. It is the "20 per cent more power motor"—the motor all Europe was using when the war stopped operations there.

It has the pull of a locomotive—a giant's strength in a man's body.

It is "trigger-quick" and gets away like a racer.

It is always eagerly pulling, like a high-strung setter on the leash.

New Service to Owners
Every Chalmers dealer now gives to every buyer of a Chalmers car a Service Coupon Book, each coupon good for a definite amount of service refundable at any Chalmers dealer.

The only comparison ever made with Chalmers cars is made with higher priced cars—either foreign or American. And this is especially true of the Chalmers Six-40 at \$1350—the lowest price at which Chalmers Quality has ever been sold.

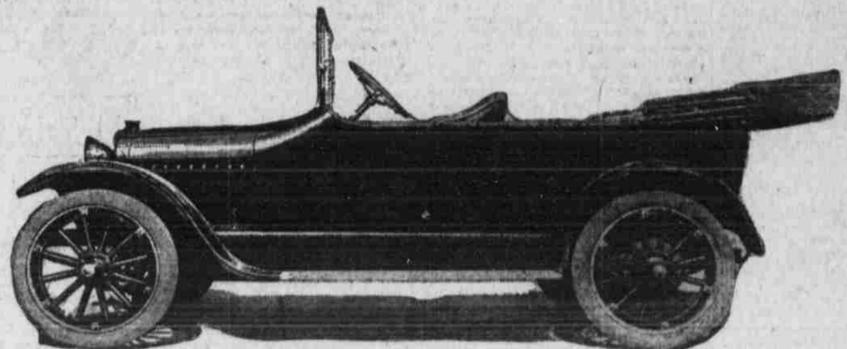
The Chalmers Club
Every Chalmers owner is invited to join the Chalmers Club. Every member receives regularly without charge "The Chalmers Clubman" and a membership card entitling the owner to the assistance of Chalmers representative everywhere.

Stewart-Toozer Motor Co., 2048-52 Farnam St. Phone Doug. 138

WE ARE CLOSING OUR TERRITORY NOW, AND WANT GOOD, LIVE AGENTS. WRITE US FOR PARTICULARS. "Let your next car be a Chalmers"

To the Motoring Public We are pleased to announce our connection with the INTER-STATE MOTOR CO.

From this date on we will handle the wonderful INTER-STATE Cars. And are now ready to show you the 1916 MODELS. Come and see the Car which combine BEAUTY—POWER—COMFORT.



Here It Is—the Inter-State Five-Passenger Touring Car

It is the same wonderful value as the 1915 Model because it is essentially the same car—the only real change has been in the price, and that is much lower. Hundreds of owners bought this car because they decided it was the BEST car for \$1,000. They said, then, what a wonderful buy it is, the same car, for \$850.

Consider Well These Specifications:

MOTOR—Four cylinder Inter-State Beaver, 30 H. P. Cylinders cast in bloc, 3 1/4-in. bore, 5-in. stroke. Overhead valves. Removable cylinder head.

CRANK SHAFT—Carbon steel, 2-in. diameter. Front bearing 2 1/2-in. long. Center bearing 5-in. long. Rear bearing 2 1/2-in. long. Steel bearings babbit lined.

CARBURETOR—Automatic float feed. Economical fuel consumption. 1-in. opening.

LUBRICATION—Circulating splash system. Pump gear driven.

IGNITION—Jump spark.

STEERING AND CONTROL—Left hand steering. Center control. Spark and throttle levers on top of steering wheel. Control levers at driver's right.

BRAKES—Service brake, external operated by foot pedal. Emergency brake, internal operated by hand lever. Drum diameter, 11-in.; width 1 1/2-in.

FRONT AXLE—Drop forged I-beam section.

REAR AXLE—Floating type. Gear ratio 4:1. Bevel drive. Hyatt roller bearings.

WHEELS—Wood, artillery type. Spokes 1 1/2-in. thick. 13 spokes in both front and rear wheels. Equipped with Firestone demountable rims.

LIGHTING AND STARTING—Two unit Remy electric starting and lighting system. Head lamps with dimming feature. Instrument board lamp, electric horn and tail lamp.

EQUIPMENT—Improved one-man top, double ventilating windshield, speedometer, gasoline gauge, yoke and foot rail, rear tire carrier, extra rim, complete set tools, etc.

We have a surprisingly good proposition for dealers. Write us.

Traynor Automobile Company 2512-14 Farnam St., Omaha

Wallace & Grout, Iowa Distributors, Council Bluffs, Iowa.